

BookletChart™

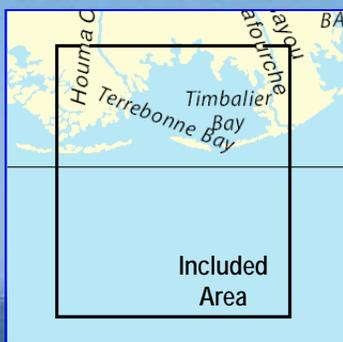
Timbalier and Terrebonne Bays

NOAA Chart 11357

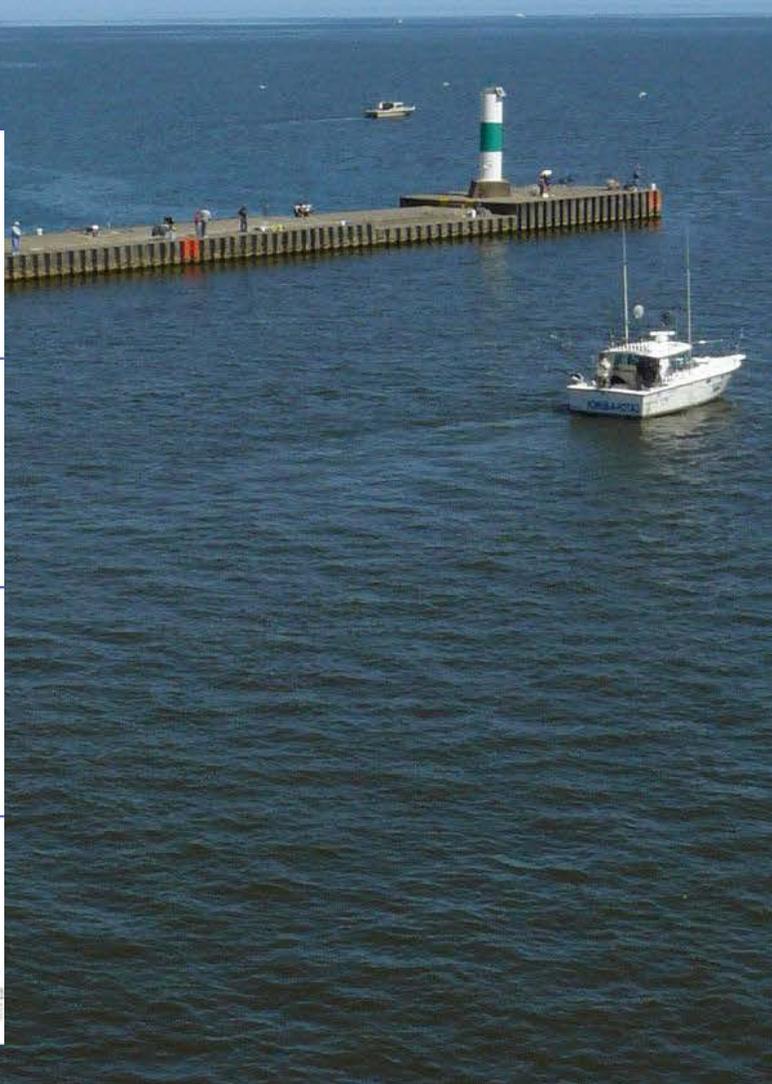
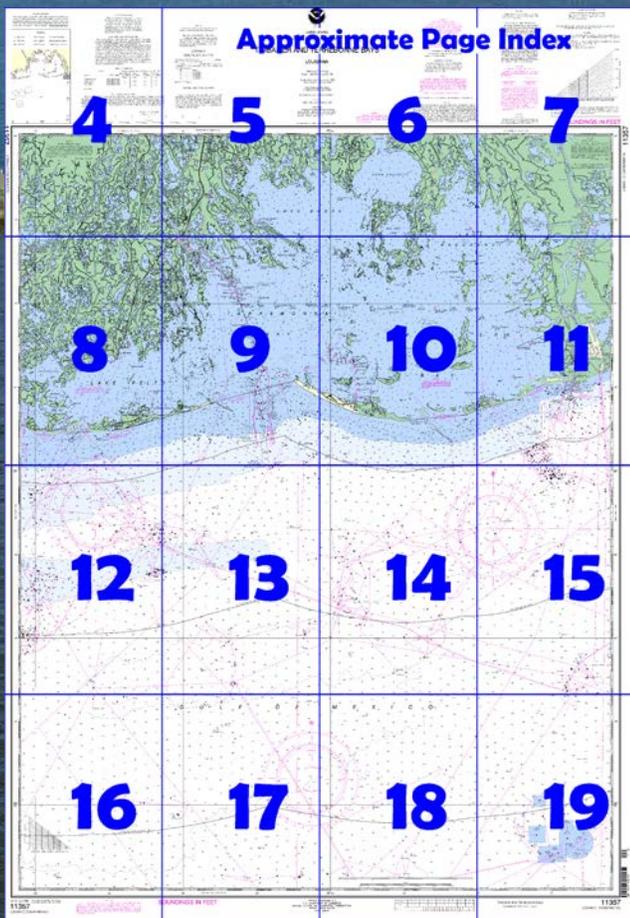


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

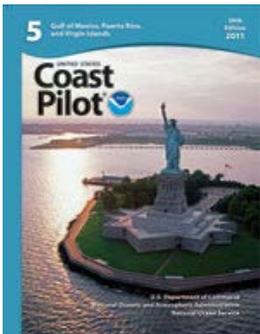
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11357>



[Selected Excerpts from Coast Pilot]
Bayou Lafourche, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. A privately marked channel leads across **Little Lake** to, thence through **Rosa Bay** to Lake Raccourci. **Deep Bayou** and **Bayou Blue** also connect Little Lake with **Lake Raccourci**. **Greys Canal**, 3 miles S of Leeville, with a connecting channel through Bayou Blue,

offers the deepest and most used route from Bayou Lafourche to Lake Raccourci and Timbalier Bay. On a favorable tide, about 8 feet can be

taken through the channel; the best water is reportedly found in midchannel. Bayou Blue also joins Little Lake.

Havoline Canal, 6 miles S of Leeville, is a privately dredged canal that extends from Bayou Lafourche into Timbalier Bay.

Timbalier Bay and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands. These waters are accessible from the Gulf through several passes having depths of 4 to 14 feet; however, the depths in Timbalier and Terrebonne Bays range from 4 to 9 feet.

Lake Barre, N of Terrebonne Bay, has general depths of 4 to 6 feet.

(Lake Barre) Pass provides a passage marked by a light into Bayou Terrebonne and to **Lake la Graisse** at the NW end of Terrebonne Bay.

Pass Barre connects with Terrebonne Bay, and several passages at the NE corner of the bay lead to Lake Felicity.

Old Lady Lake is a shoal body of water between Lake Raccourci and Lake Barre and S of Lake Felicity. Numerous passages connect with these lakes and with Timbalier Bay.

Lake Felicity, with depths of 5 to 6 feet, is N of Old Lady Lake. Many bayous and passes connect with adjacent bays and lakes. Most of the bayous to the E and N of Lake Felicity are used as oyster bedding grounds and, accordingly, contain numerous oyster reefs. Blue lead to Little Lake, and **Grand Pass Felicity** leads to Lake Felicity.

Vessels should approach Bayou Lafourche and Pass Fourchon through the Belle Pass Safety Fairway. (See 166.100 through 166.200, chapter 2.)

Mooring to the bulkheads in the vicinity of the intersection of Bayou Lafourche and the Intracoastal Waterway is **prohibited**.

Pontoon bridges.—The pontoon bridges that cross Bayou Lafourche at Galliano, 5.5 miles above Galliano, and at Valentine are operated by cables that are suspended just above the water when the bridges are being opened or closed. The cables are dropped to the bottom when the bridges are in the fully opened or closed position. The pontoon bridge at Larose just E of the junction with the Intracoastal Waterway is operated by cables that are suspended just above or below the water when the bridge is being opened or closed. The cables are dropped to the bottom when the bridge is in the fully open position, but remain suspended while the bridge is fully closed. Extreme caution is advised in the area of these bridges. **Do not attempt to pass through the bridges until they are fully opened and the cables are dropped to the bottom.**

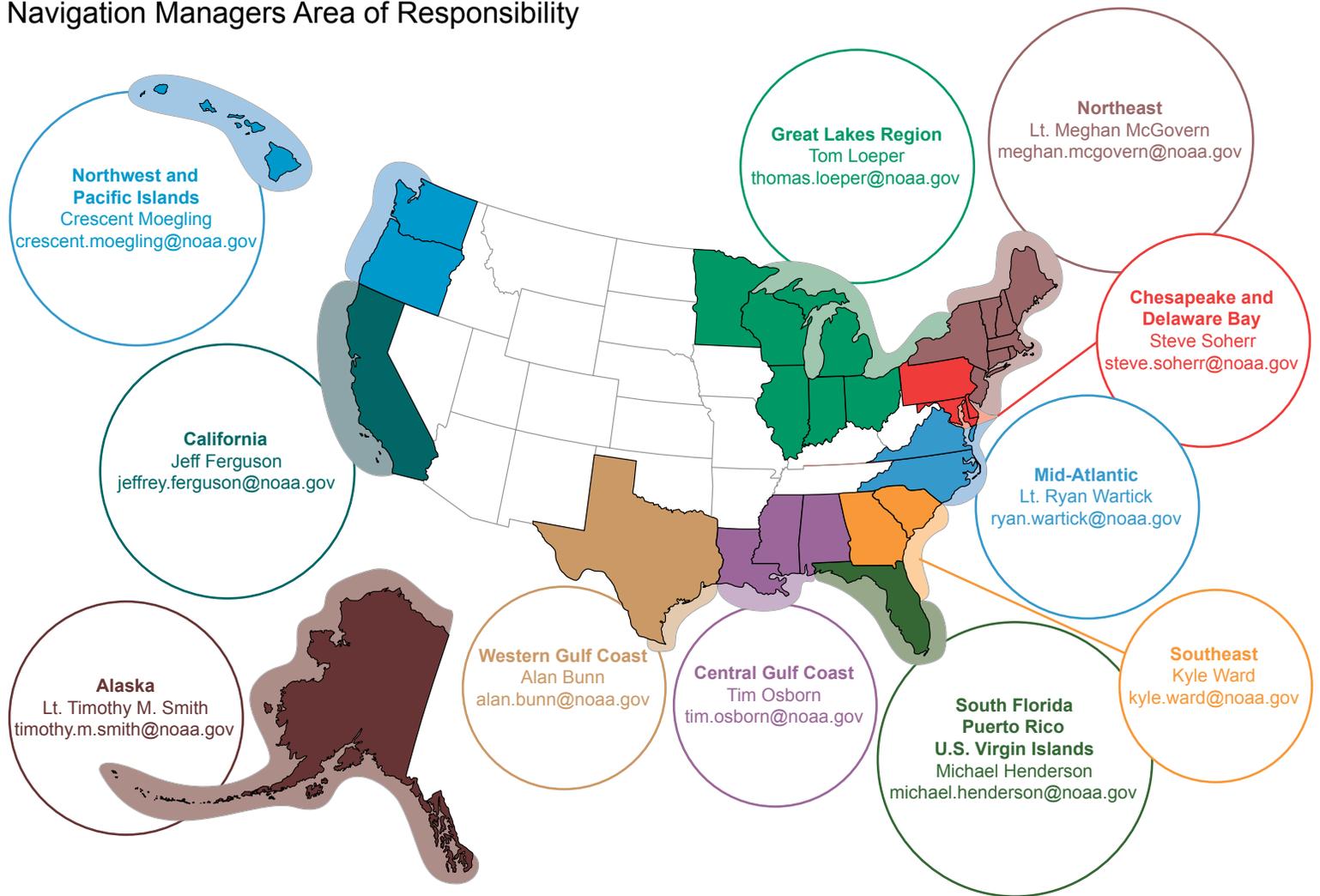
Dangers.—There are numerous oil well structures in and about Timbalier and Terrebonne Bays. Privately marked channels lead from Cat Island Pass to Bayou Terrebonne and Bayou Lafourche. Drilling operations are in progress near Caillou Island, **Brush Island**, and East Timbalier Island. Mariners should use the waters in this area only with local knowledge. **Vessels should enter Terrebonne Bay through Cat Island Pass Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

Houma Navigation Canal.—A pontoon bridge crosses the canal about 20 miles above the entrance. **Do not attempt to pass through the bridge until it is fully opened and the cables are dropped to the bottom.** **Vessels should approach Bayou Grand Caillou through the Bayou Grand Caillou Safety Fairway.** (See 166.100 through 166.200, chapter 2.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility

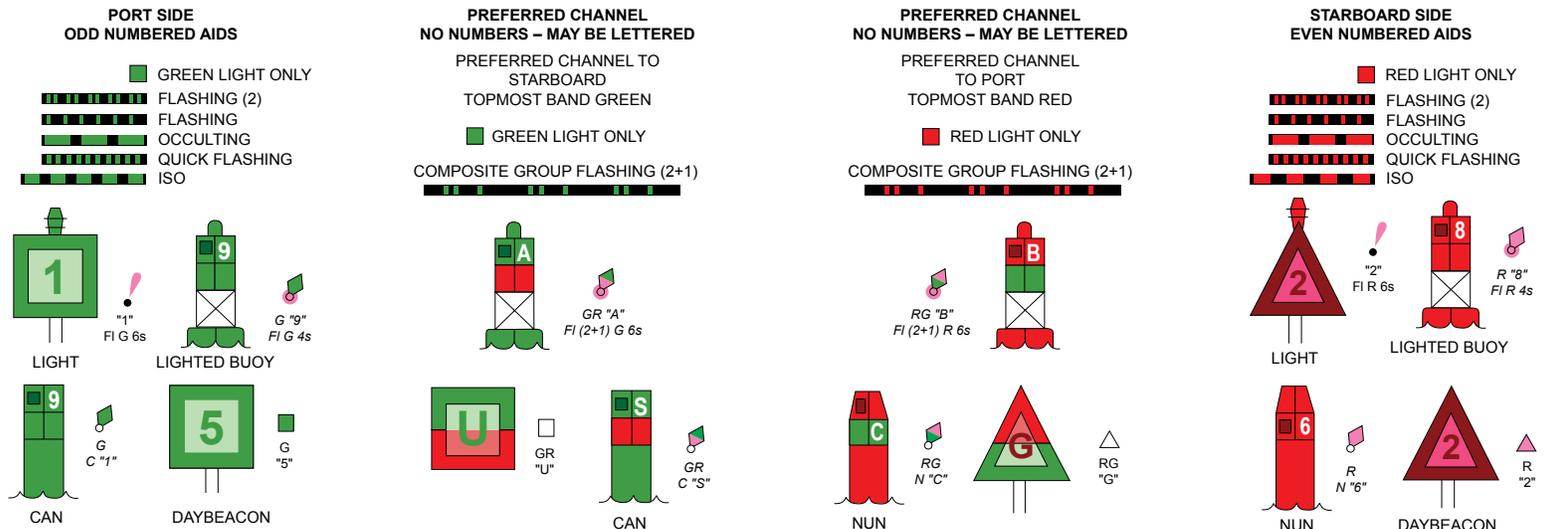


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

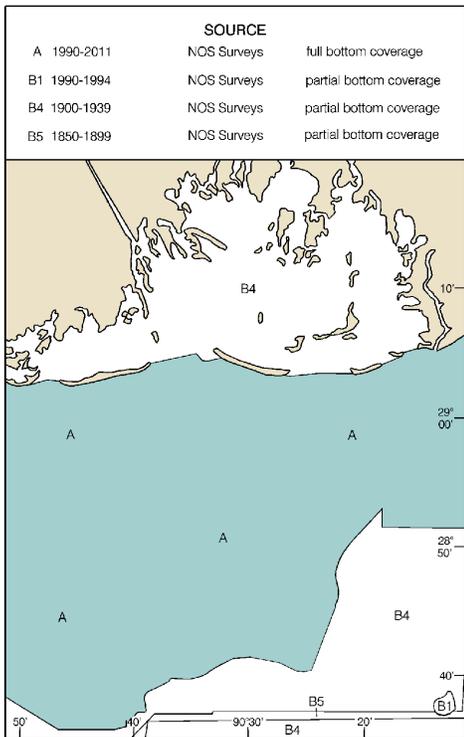
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High Water	Mean High Water	Mean Low Water
Timbalier Island	(29°05'N/90°32'W)	1.2	1.2	1.2
Pelican Timbalier Bay	(29°08'N/25°25'W)	1.2	---	---
Wine Island	(29°06'N/90°37'W)	1.3	---	---
Calou Boca	(29°04'N/90°48'W)	1.4	---	---

NOTE: Tide is chiefly diurnal at all the above locations.

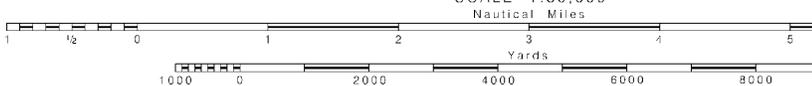
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Feb 2014)

NOAA WEA
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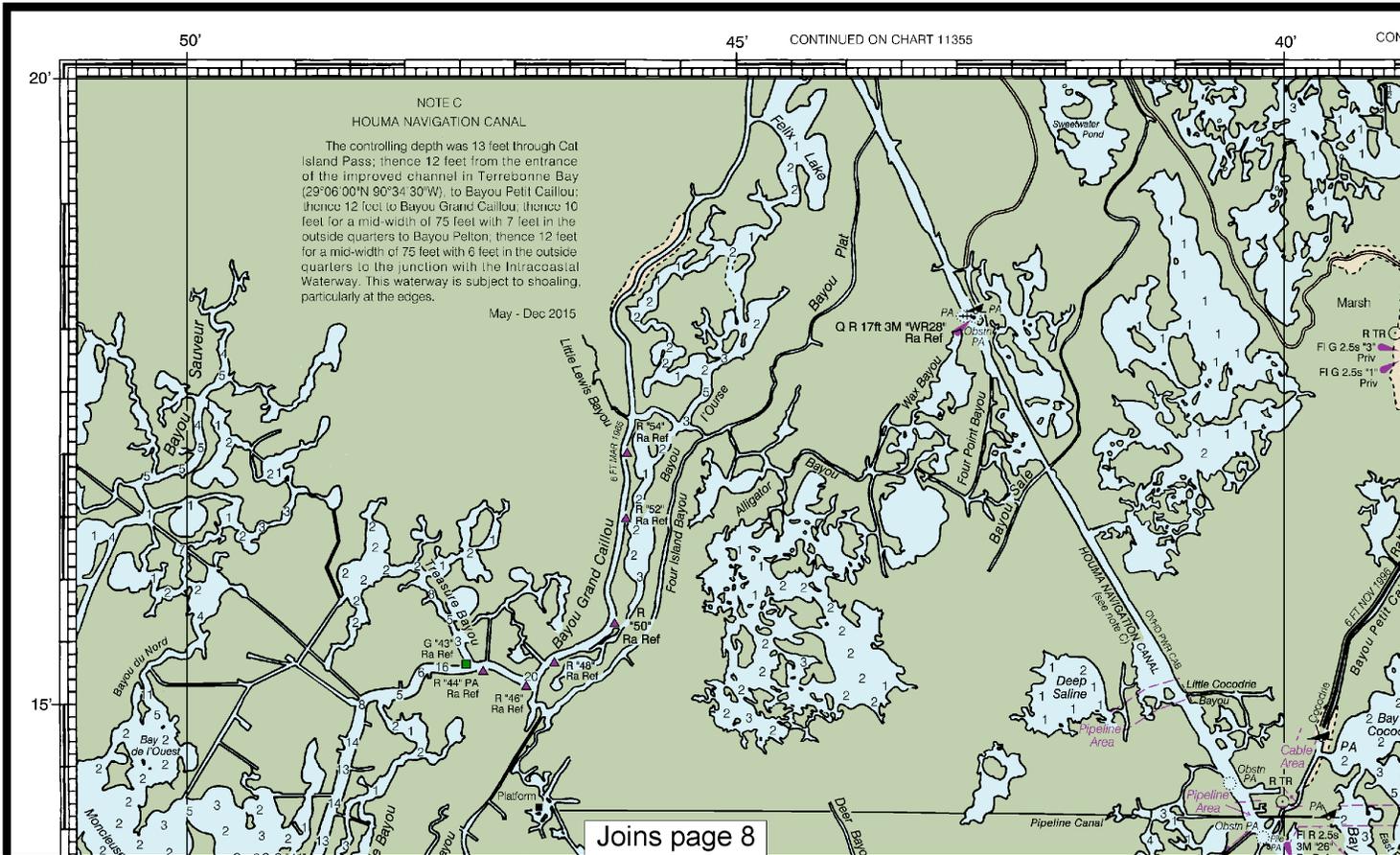
New Orleans, LA
Buras, LA

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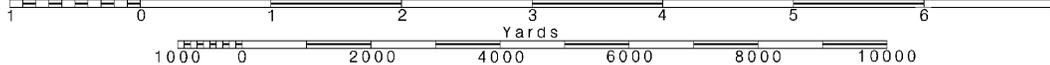
11357



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

TIMBALIER AND TERREBONNE BAYS

Mercator Projection
Scale 1:80,000 at Lat 29° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972
Demarcation lines are shown thus: - - - - -

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Formerly C&GS 1274, 1st Ed., July 1938 C-1938-488, KAPP 61

WEATHER RADIO BROADCASTS

Weather Radio stations listed are for continuous weather broadcasts. The broadcast range is typically 20 to 40 miles from the antenna site, but can be as great as 100 nautical miles for stations at sea.

LA KHB-43 162.550 MHz
WXL-41 162.475 MHz

HORIZONTAL DATUM

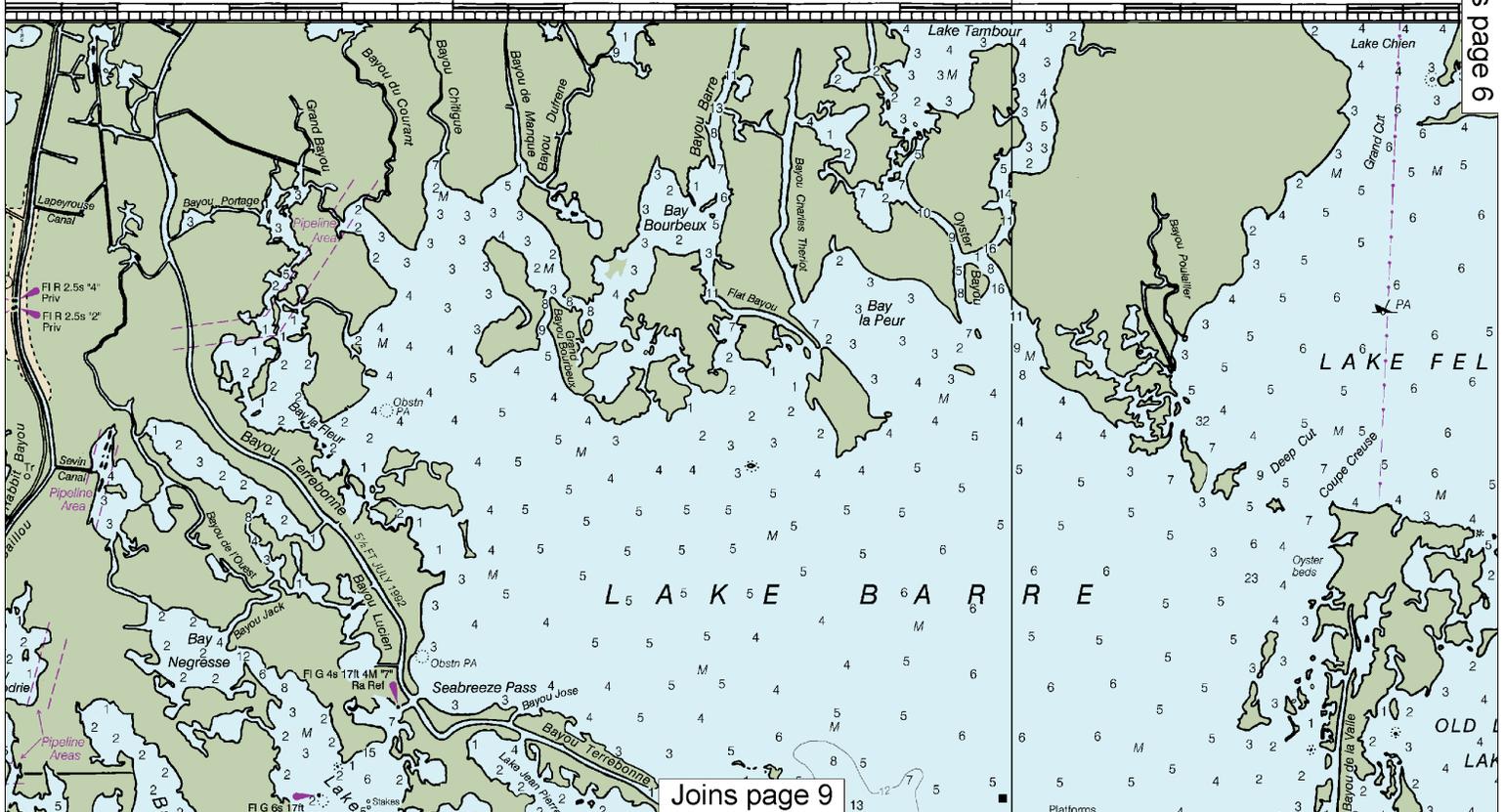
The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected an 820' northward and 0.310' westward for use on this chart.



CONTINUED ON CHART 11352

35'

90° 30'



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

LOUISIANA

TIMBALIER AND TERREBONNE BAYS

Mercator Projection
Scale 1:80,000 at Lat 29° 00'

North American Datum of 1983
(World Geodetic System 1984)

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Formerly C&GS 1274, 1st ED., July 1938 C-1938-486, KAPP 61

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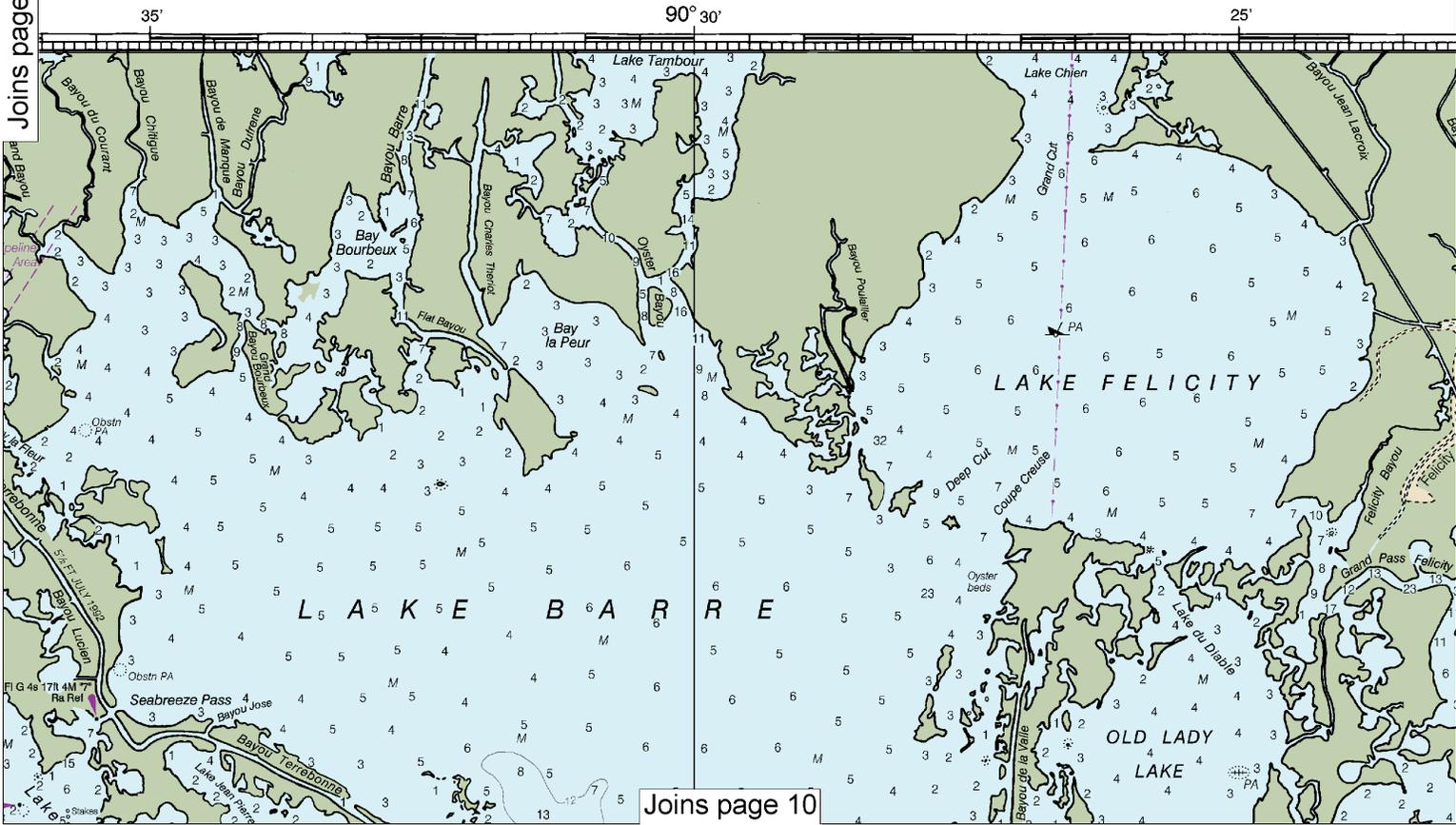
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Joins page 5

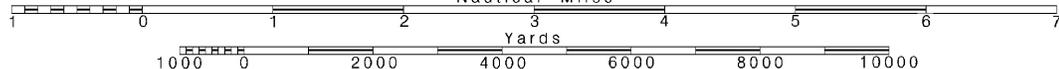


Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

CAUTION
and Oil Well Structures
platforms, gas and oil well structures,
aid by dashed magenta lines.
charted platforms, gas and oil well
poes, piles and stakes can exist
lined obstruction areas, and within
is chart.

DEVELOPMENT STRUCTURES
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for fixed mineral development
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District Commander, U.S. Coast
R 67).

CAUTION
NE PIPELINES AND CABLES
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bmarine pipeline and cable areas



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able to their draft in areas where
cables may exist, and when
agging or trawling.
ells may be marked by lighted or
ys.

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8602 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

NOTE S
Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

CAUTION
Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ⊙ (Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

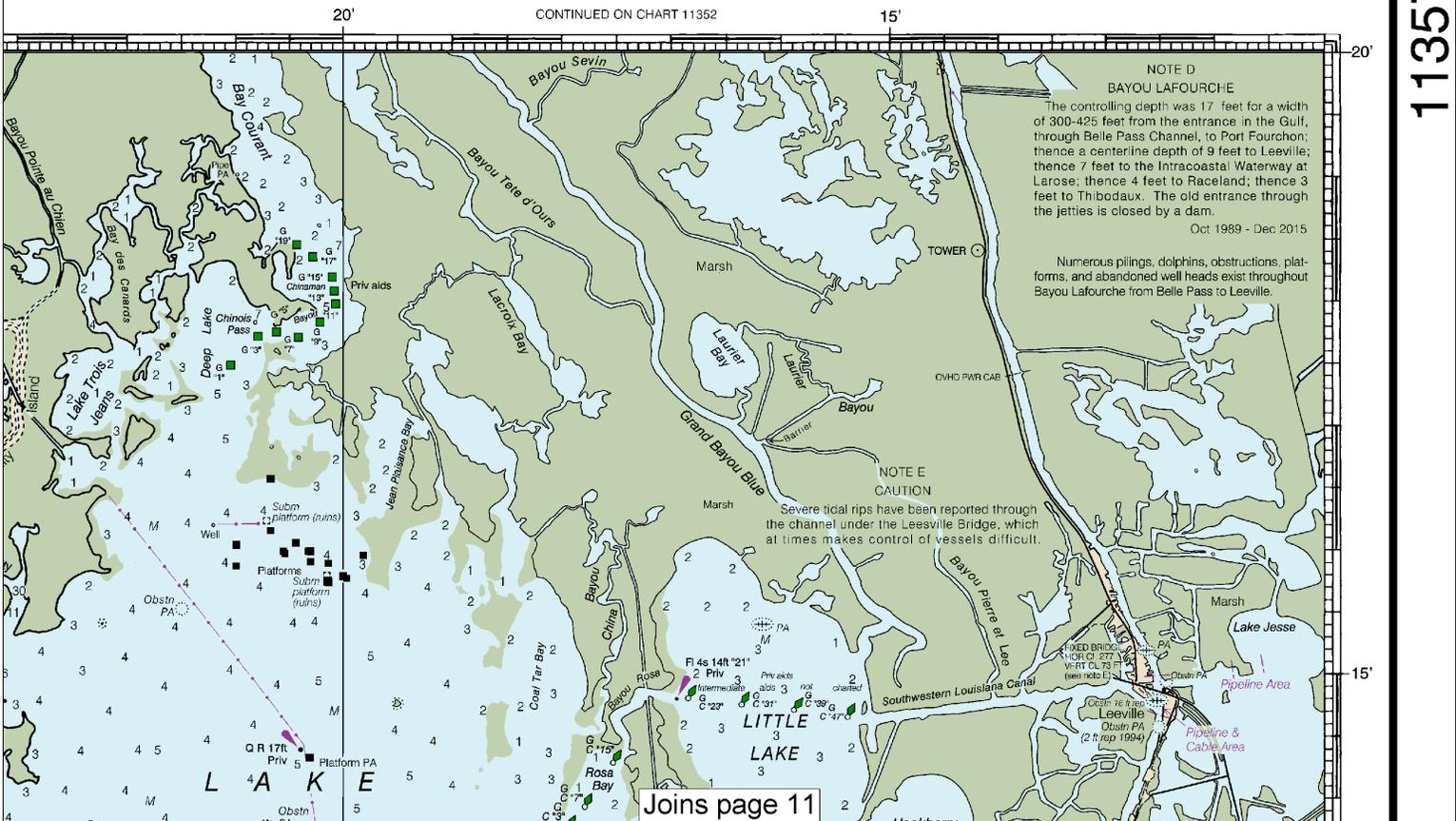
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important
supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilot 5. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
8th Coast Guard District in New Orleans, LA, or at the Office
of the District Engineer, Corps of Engineers in New Orleans,
LA.
Refer to charted regulation section numbers.

CAUTION
Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

NOAA encourages users to submit inquiries, discrepancies or comments
about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

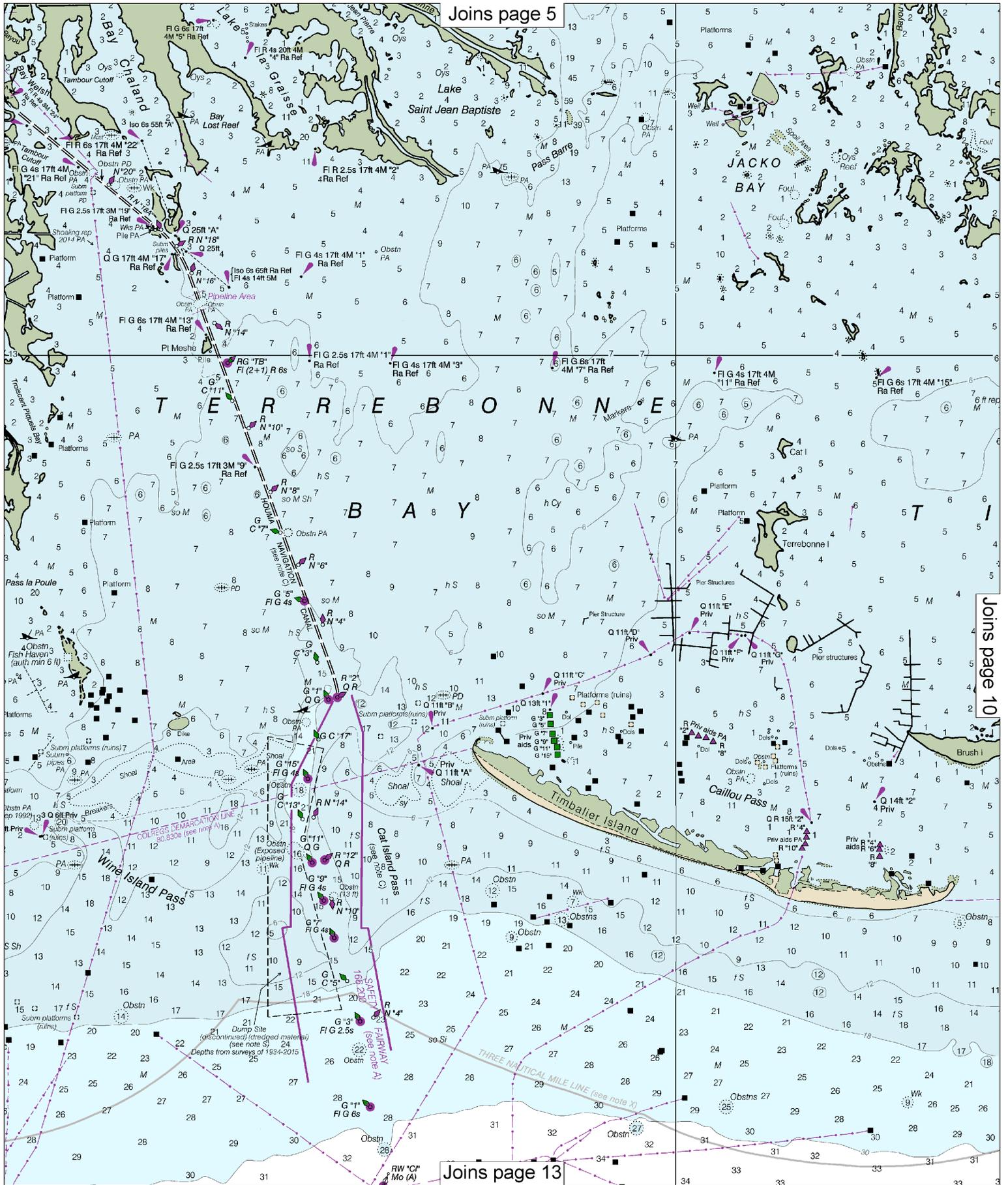
SOUNDINGS IN FEET

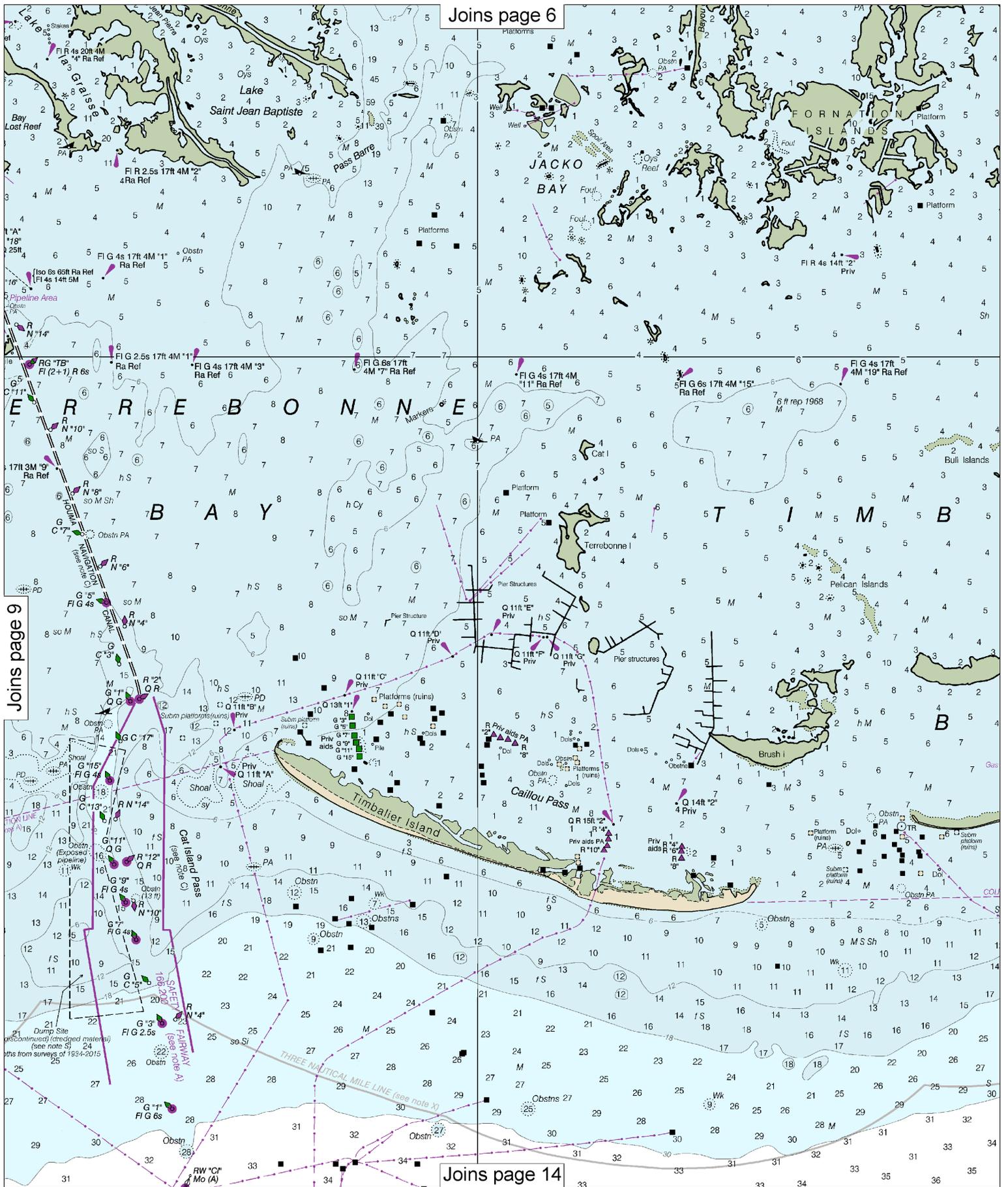


Last Correction: 10/4/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

11357

7





Joins page 9

Joins page 6

Joins page 14

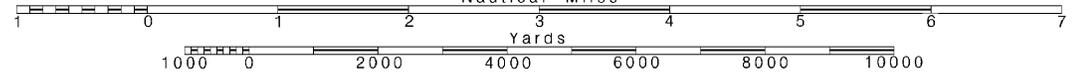
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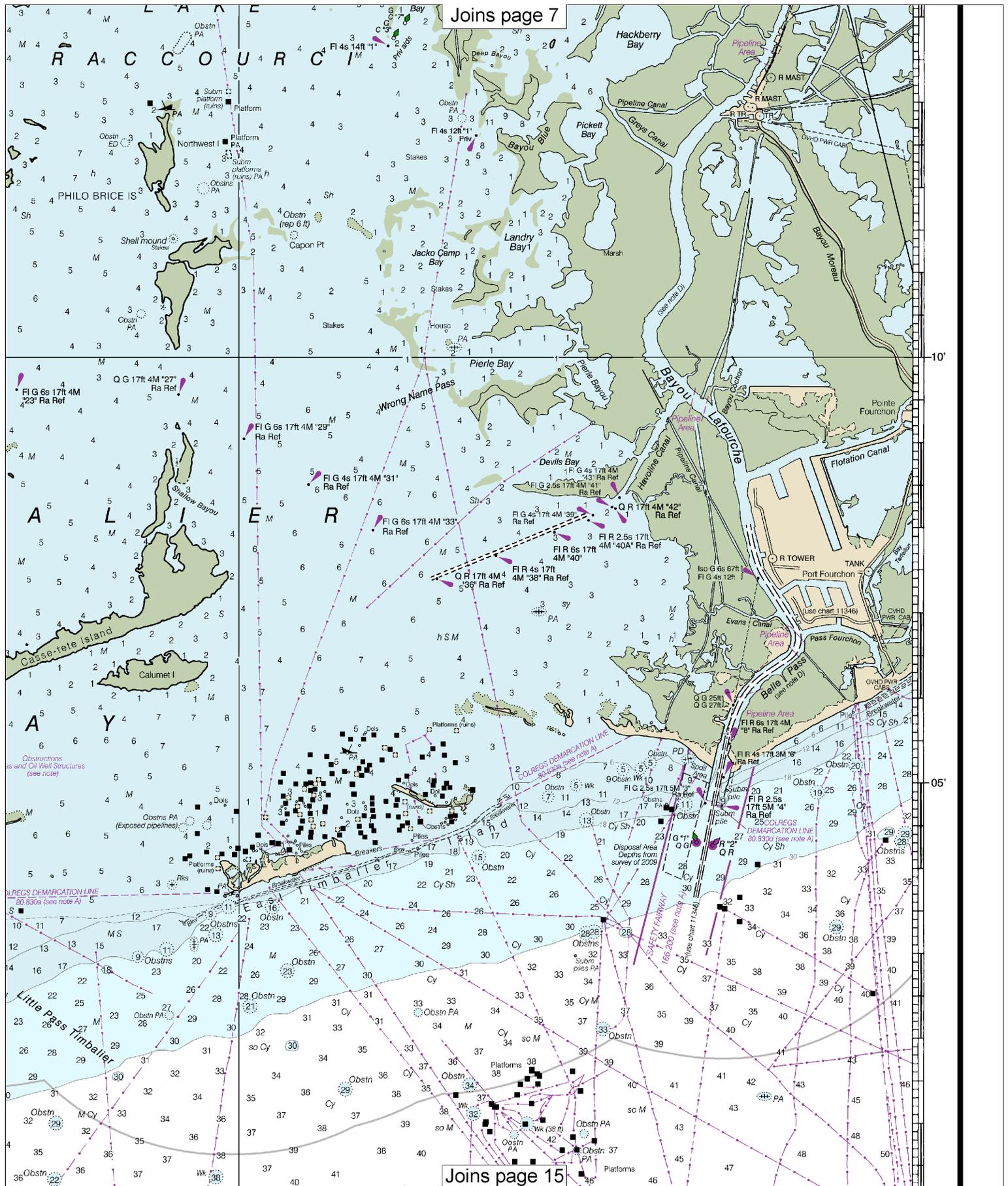
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



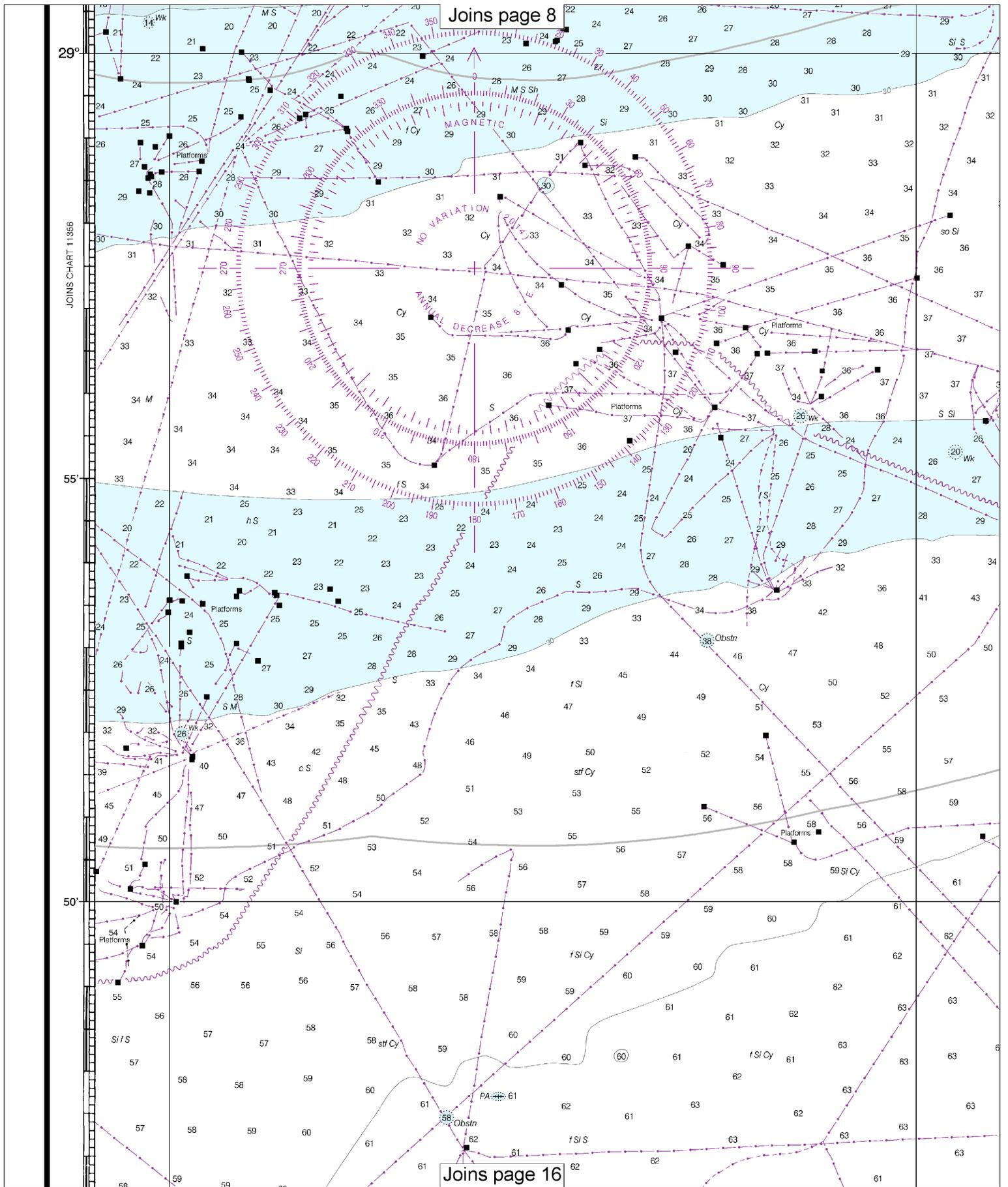


Joins page 7

Joins page 15

10'

05'



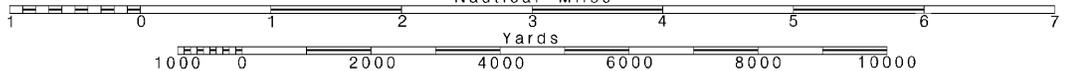
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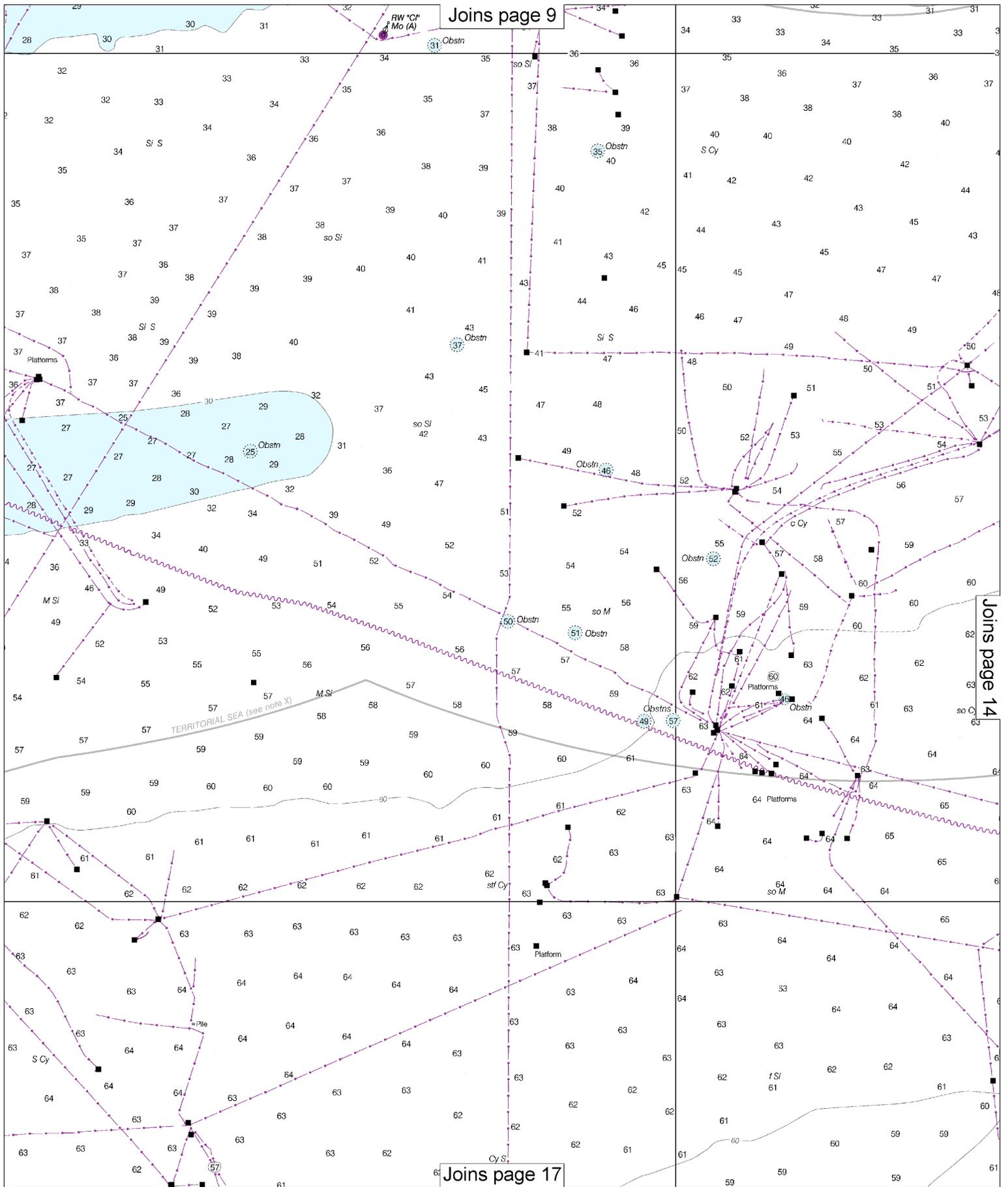
Note: Chart grid lines are aligned with true north.

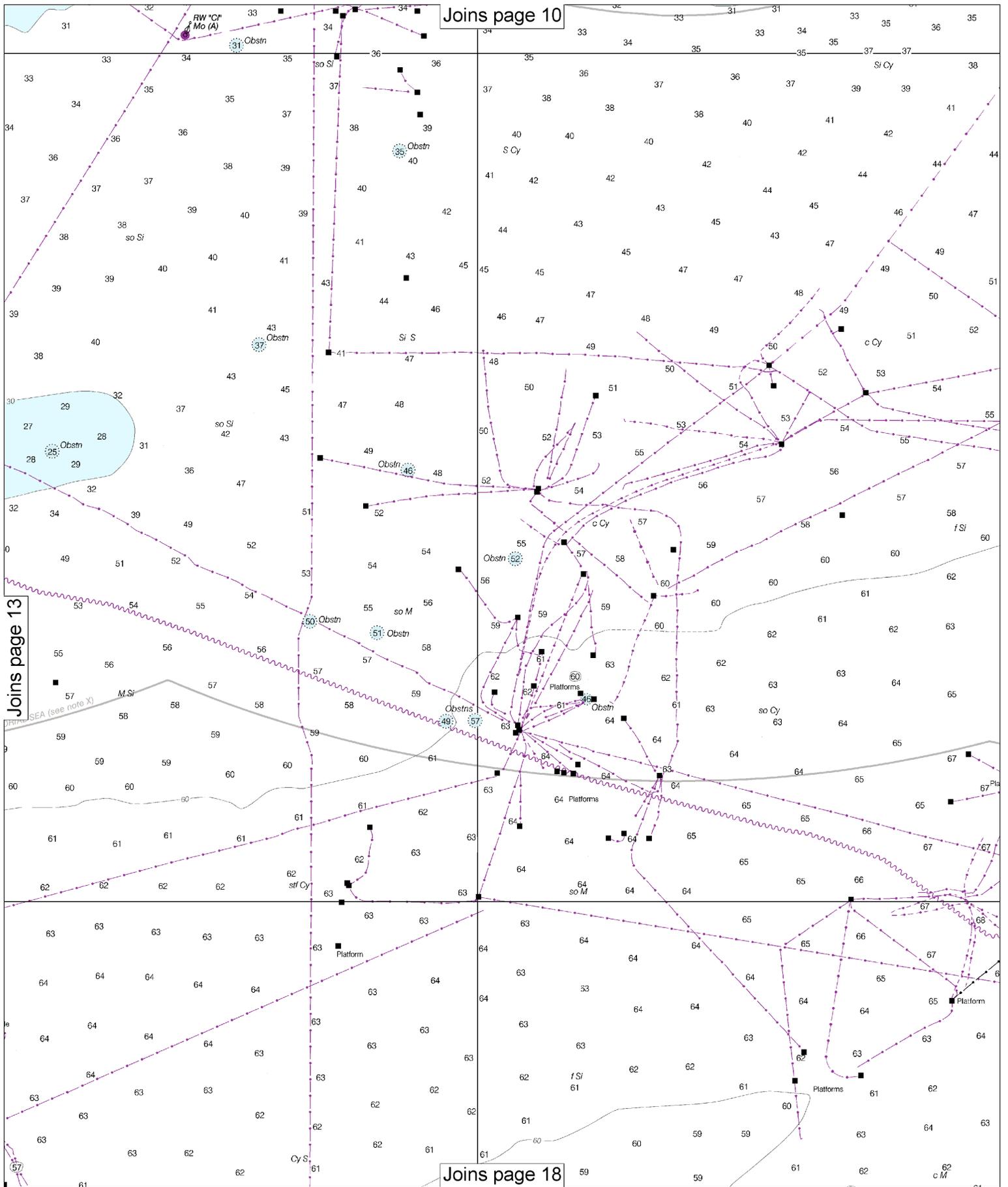
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







14

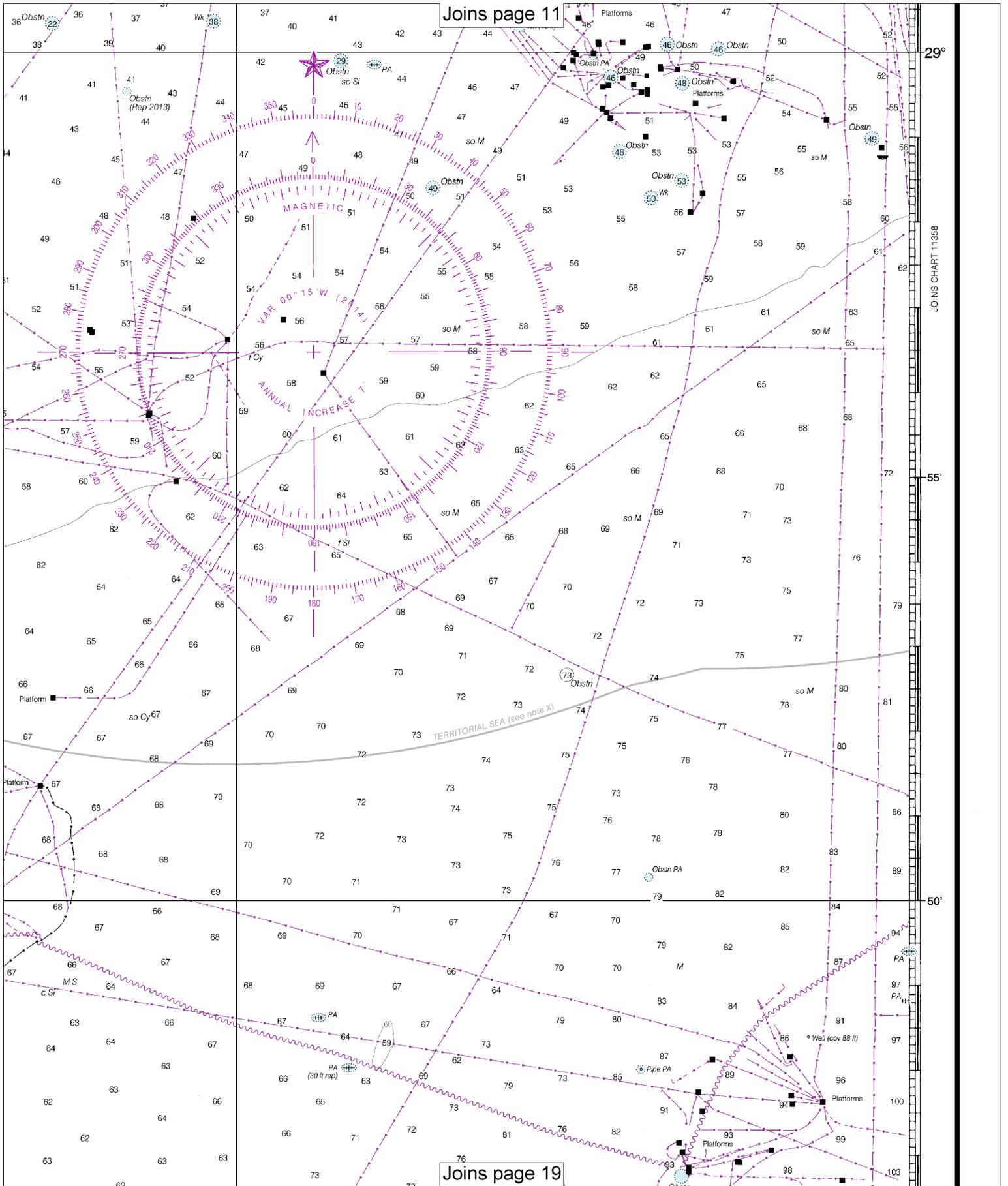
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



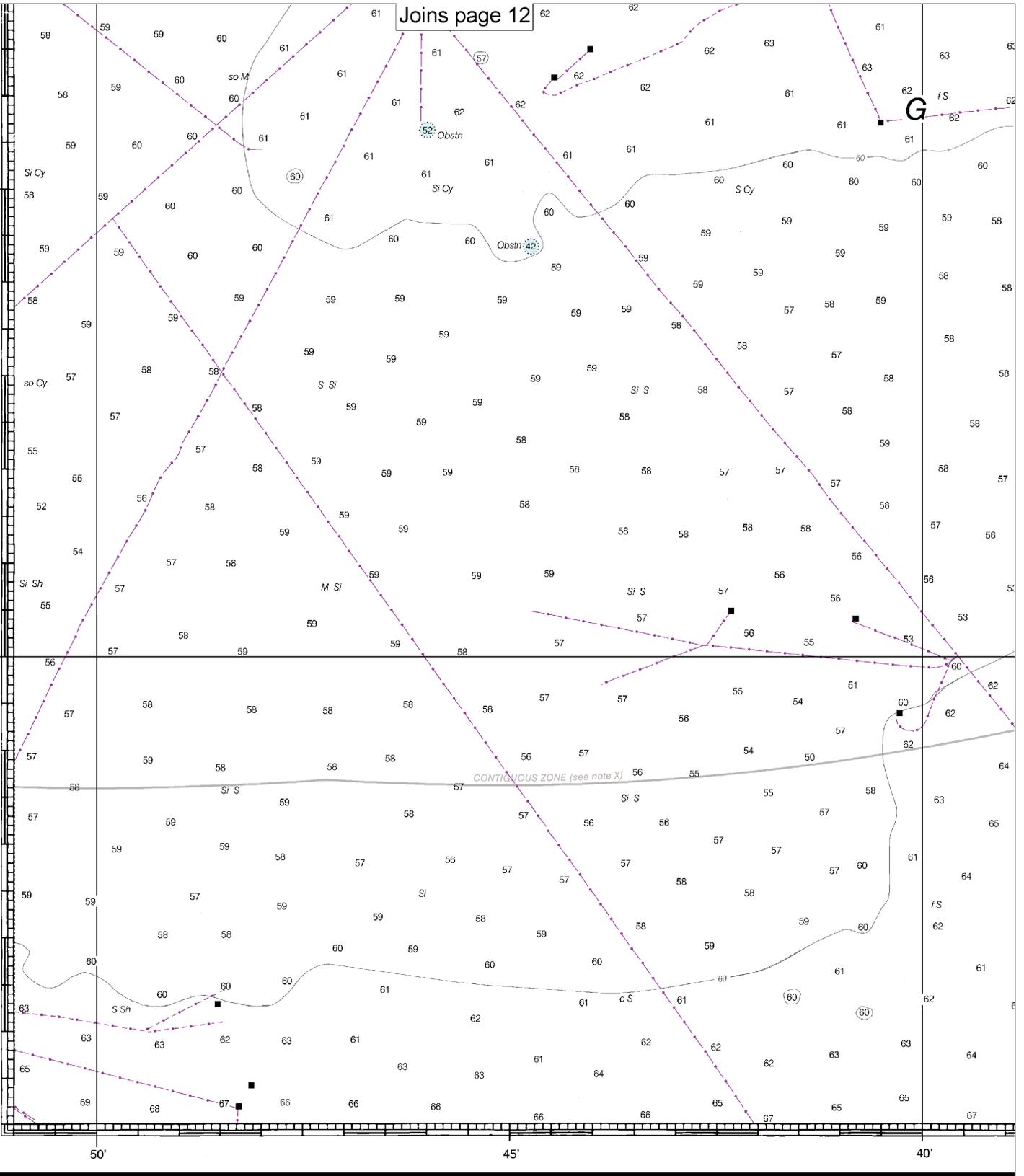


Joins page 12

G

45'

28° 40'



43rd Ed., May 2014

11357

Last Correction: 10/4/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SO

16

Note: Chart grid lines are aligned with true north.

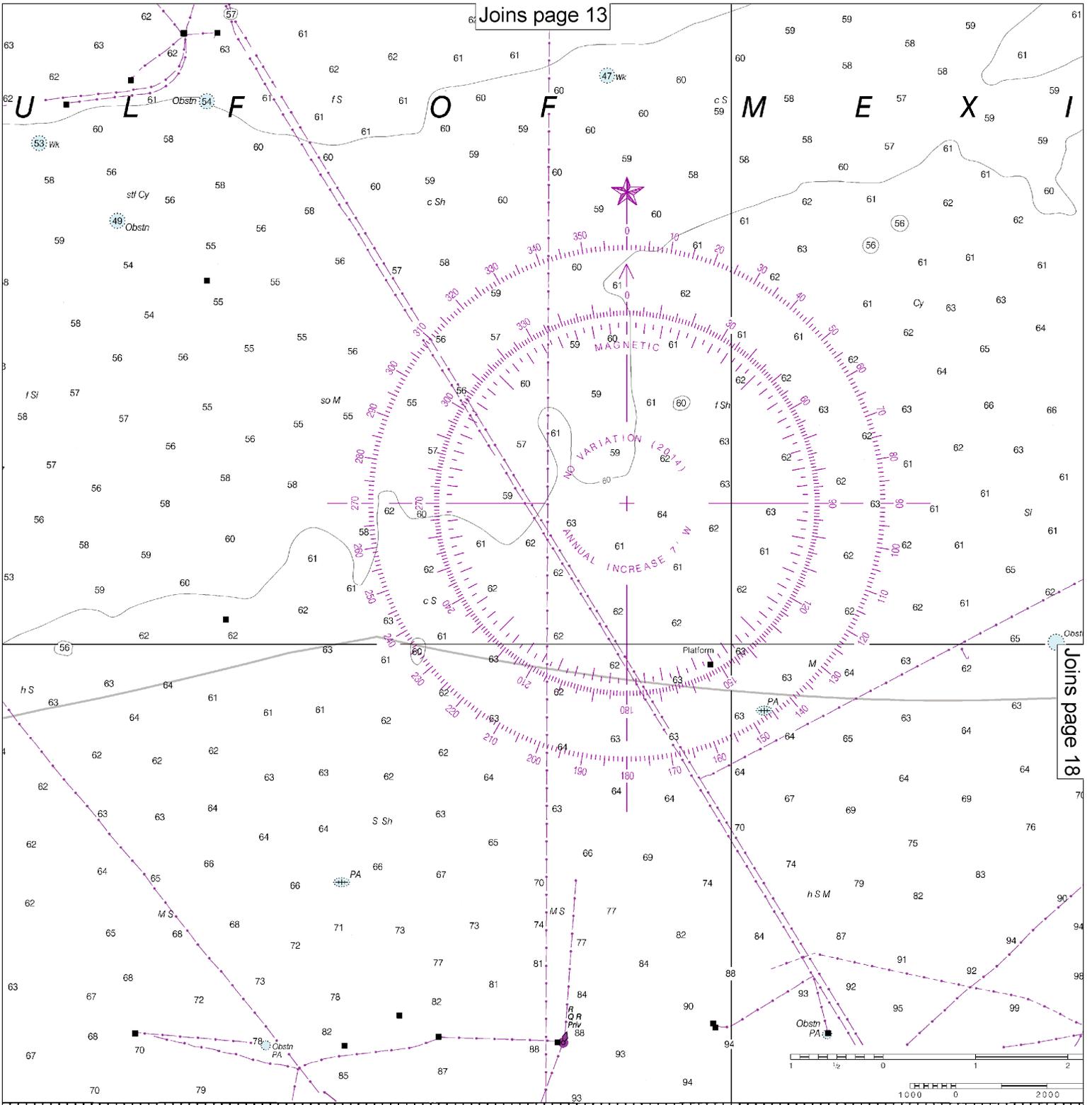
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 13



Joins page 18

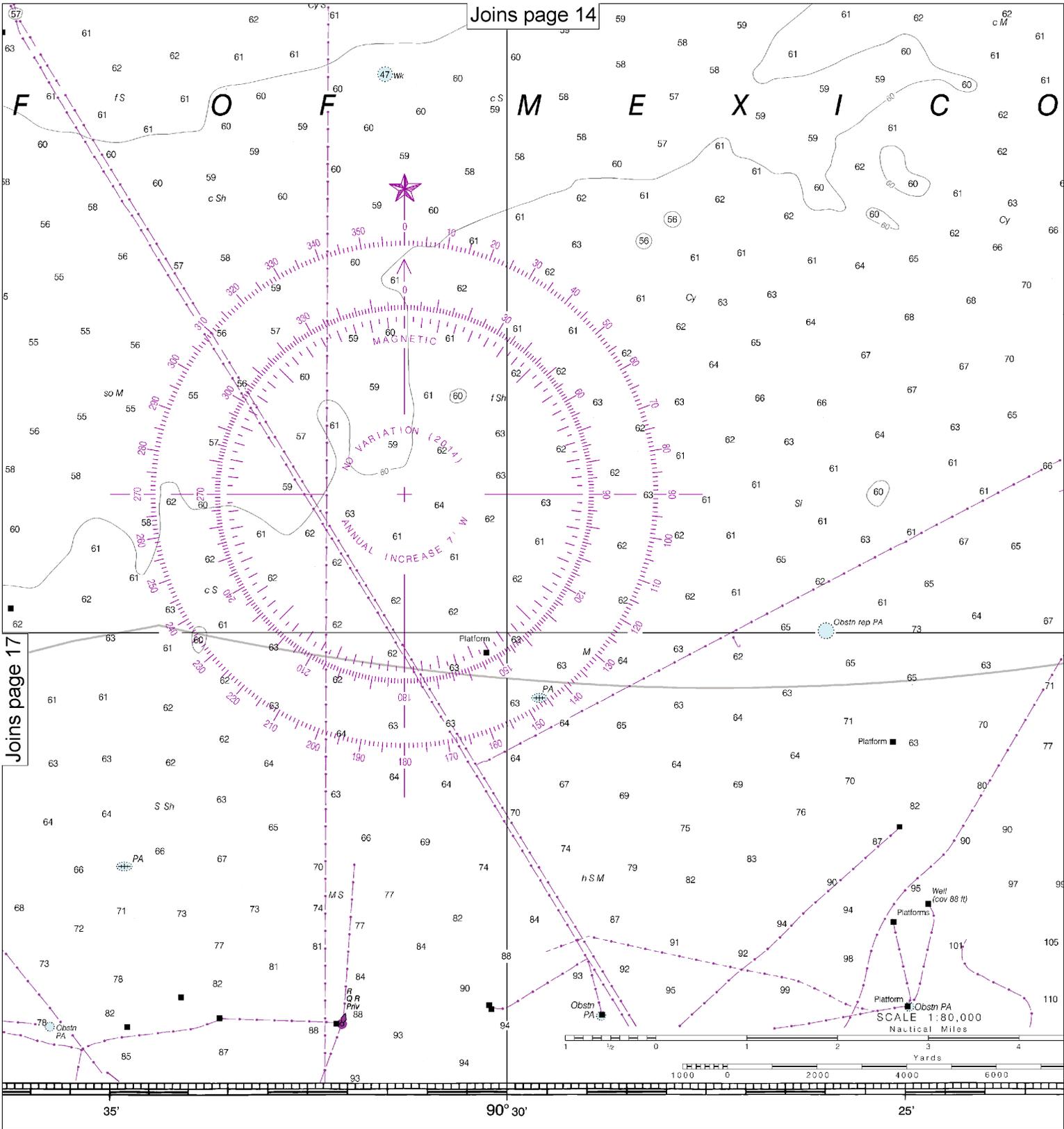
CONTINUED ON CHART 11340

35'

90° 30'

OUNDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

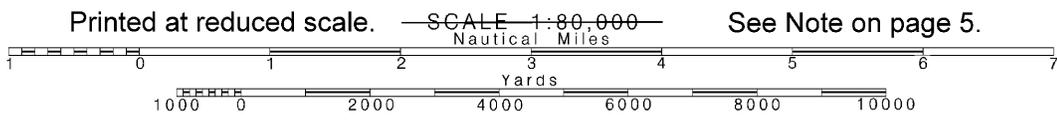


Joins page 17

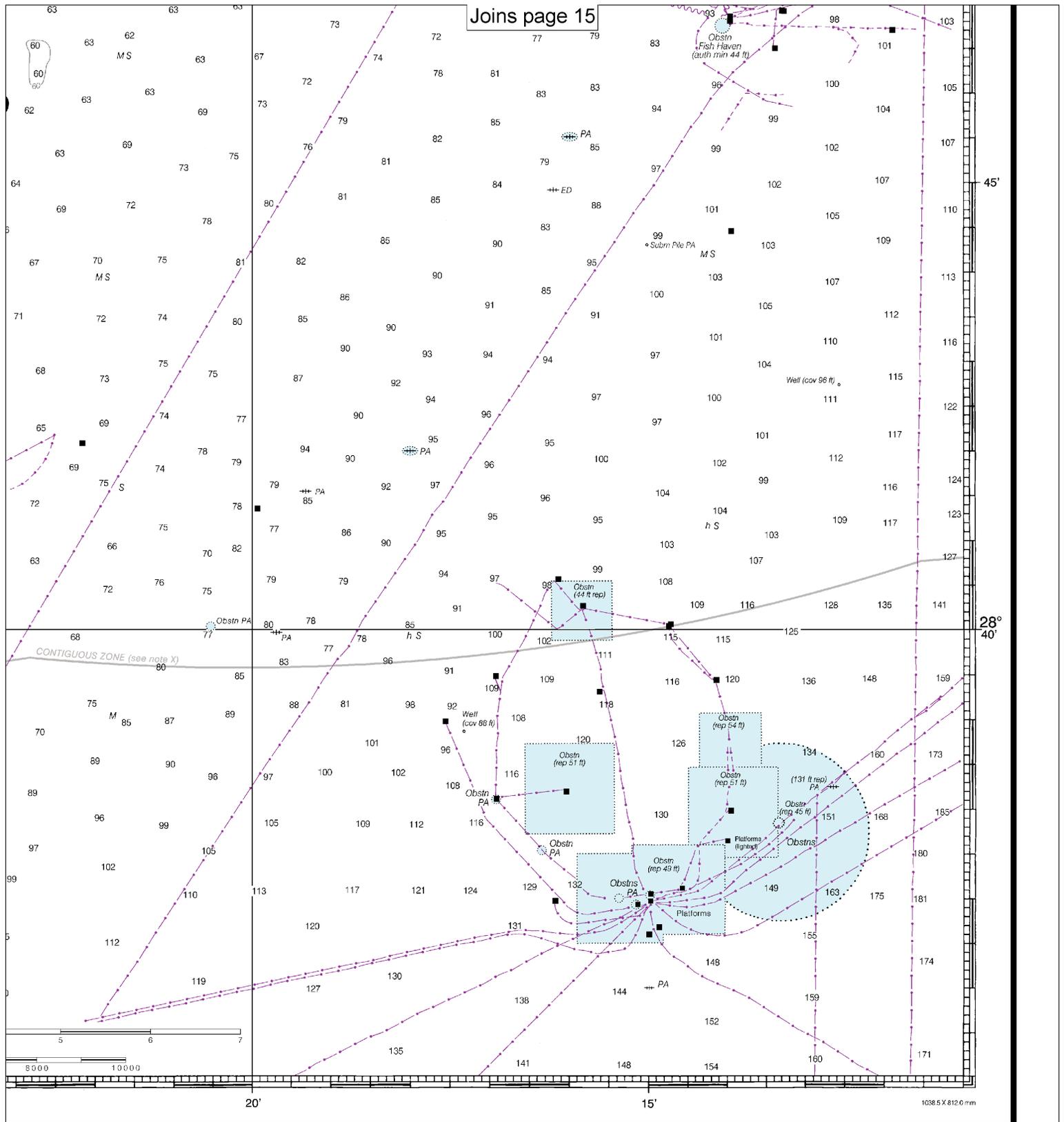
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

18

Note: Chart grid lines are aligned with true north.



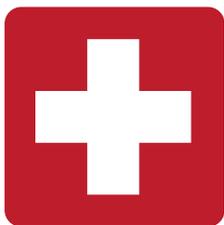
See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Timbalier and Terrebonne Bays
SOUNDINGS IN FEET - SCALE 1:80,000

11357



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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